STS -1 LANDING MUTI-TV COVERAGE (4-14-1981)

https://www.youtube.com/watch?v=vTyEDrEsWU0 (https://www.youtube.com/watch?v=vTyEDrEsWU0)

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From Tuesday, April 14th 1981 Multi-network coverage view of STS-1 landing.
Left to right, CBS, NBC and ABC with NBC sound.

- Landed at 1:20:57 P.M E.T/ 10:20:57 P.M P.T

  STS-1 CREW:
  Commander: John Young
  Pilot: Bob Crippen

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ahead of that contact ahead of that time what they're saying is we're going to expect to get back in about two and a half minutes now we've got the chase points up there is that tough for the chase planes to intercept this thing coming down as fast as it is it's fast and it's very high because uh the t-38 is not all that maneuverable at 40 000 feet if they're in the wrong part of the racetrack pattern there's no way they can make that interception turn so you'll you'll hear houston give them a time hack as soon as they get tracking to tell them when the orbiter will cross that rendezvous point there's a there's one of the chase planes now we should uh be able to talk to the group you think of the uh the difficulty of being in a fairly small jet like that in a great big sky trying to find something coming at you with something like 4 000 miles an hour which is about the size of a dc-9 it is very difficult to pick it up that's right john mcbride will be mortified if he doesn't make the join up but it's a it's a tough job well those are the same pilots that were at cape canaveral when it took off yes indeed and i believe it took off something like last year didn't it it doesn't seem like two days ago they come out at 34 miles up there going more than 8 000 miles an hour so they're moving right along they uh and we should be picking them up we should be not picking them up but we should be getting the first signals uh that they got through in about a minute and 15 seconds uh so they're they're that close and after that a lot of things as i say happen very quickly they will pass over the big sur coast uh here in california one minute six times this the speed of sound uh and but after that i mean their critical periods are over their communications will be restored uh the uh the heating will have ended they will be nine ninety seven hundred feet per second call they will be uh turning into a glider they're dropping now at ninety seven 700 feet and they're going by mark i thought we got an acronym i thought we

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i thought we got an acronym i thought we did too this is really the most important disregard the mach 9 call we'll give it again shortly they could be off course shall we say thermal damage all kinds of damage is coming down you'll know that in about 15 or 20 seconds range to go 410 nautical miles standby for mark on 9 700 feet per second hello columbia's here hello columbia houston's here how do you read [Music] and we couldn't agree more john your state vector is good we've got a good data in-house [Music] now we think we may get a picture of it a little tiny speck in your screen and you're going to have to look very closely mark mach 9 at 9 700 feet per second this is from the air force long-range camera energy perfect ground track [Applause] rolling now we've got to slow it up a little bit as they come in chase will be on time okay those are the chase aircraft altitude 152 000 feet range 311 miles speed mach 8.8 well they're right on the board reversal complete columbia we show you out of 151 k now 8.4 mark looking good [Applause] [Music] roger that trip we're looking approaching the coast of california now all three apu's hanging in there looking

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all three apu's hanging in there looking good roger their hydraulic system that looks like it yeah you can see it outlined we are now just about 10 minutes away from touchdown here at incorporating tactical air navigation system data into the spacecraft mach 7 135 000 feet range 221 miles dead on the ground quiet to it what a way to come to california columbia you're out of 130k now on the tracking 6.4 looking good [Music] 177 miles and john we're seeing near zero aileron trim uh we've sent two tests yeah less than that now roger that out of 119k 5.5 mah all flight computers

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roger [Music] 4.8 times john young rolling using manual control now we see dale asked 21 degrees mach 4.4 107 000 feet range 112. near the tehachapi range now mountains in california [Applause] john has a control and nasa terminology is terminal area energy major commercial complete control looks good [Music] they should be very near bakersfield now and you're starting to get an oil cooling now roger we can try [Music] ejection seats can be used now below 100 000. that's the landing control room on your screen now here at edwards air force base roger that's looking good we're looking at him and you're coming right down the chute rudder active now looking good range 73 mild columbia will go for air data you're out of 89k 2.8 still twice the speed of sound 89 000 feet

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should hear a sonic boom roll reversal to the right looking good okay they all look picture from the long range optics at dryden right around the track the tracking data nav data and pre-planned trajectory are all one line on our plot boards here out of 70 000 feet at mach 1.8 range 42 miles that is absolutely what the flight plan called for absolutely i mean within inches they're going to be overhead here certainly colombia we show you very slightly high in altitude coming down nicely and the pets mach 1.3 at 58 000 feet range 33 miles they're nearing the west edge of the lake bed on which they will land now looking good the sonic booms will be

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looking good the sonic booms will be beginning around this part of california in just a minute mach 1 at 51 000 feet range 28 miles columbia you're going subsonic now out of 50k looking good got to be about overhead those will be the chase right [Applause] if we watch them we might pick it up everything looking good you're approaching the hack now right on the money we just had the sonic booms here i don't know if you could hear them or not some of you getting ready to start the big sweeping turn into the runway chase has him in sight and uh altimeter three it is still descending you're coming right around the heck looking beautiful and a downward glide path of 20 degrees which is a very very precipitous decision [Applause] they're going down about 13 000 feet per minute or dropping like a stone as people on the ground say but bullying you're really looking good right on the money right on the money and we're seeing 1.3 g's coming around

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and we're seeing 1.3 g's coming around the hack and turning on the final your wins on the surface are calm 25 000 feet not a lot of stress on the pilots at this point on the astronauts no they have it made now they're still dropping very quickly in the next thing they'll do strange 13 [Applause] picture from the chase planes television picture now there it is you're right on the glide slope columbia there it is right on glide slope approaching center line looking great this tv from the chase plane sixteen thousand feet airspeed 271 knots the normal landing for a dc-9 is about a hundred minutes they will be down in that vicinity when they land here in about another thousand feet that's real good 9 000 280 knots everything looks real good 5290 they're within five miles of the landing

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they're within five miles of the landing strip right now okay 2500 feet clear you heard him say pre-flare that means he's going to change the angle from a 20-degree glide path to a 5-degree glide path there you can see him leveling off that's it that was pre-flare and they did it the next thing is the gear to go down the landing gear would have to be here right behind you john there he is see him yeah that's incredible it looks like los angeles airport it's perfect and he's coming back from space four three touchdown got all the wheels down and it's rolling yeah yeah you can see the little chase planes nearby [Applause] welcome home columbia beautiful beautiful well that's hardly the word it's majestic now they'll that plane will roll first and slow down it'll take about about a [Music] mile stop it's going to get a lot of attention from now [Applause] there you can see it behind us

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there you can see it behind us it was an exceptional sight especially after having witnessed to take off 54.5 hours ago and watch it come back houston used that kind of thing that beauty's got 99 more flights on it and i want to fly about eight of them we're estimating at least 26 more minutes on the ammonia you're looking real good you know what they're going to do now is that the technicians are going to go out there and sniff around to see if there are any toxic or hazardous chemicals touch the lake bed to flight director's instructions we're prepared for exhilaration they gave him 50 seconds at mission control to have a whoopi that's right then they had to put them back to work again i guess the whoopi's over already don't expect the astronauts to pop right out uh they'll be in there for a while there's there's a lot to do and there are some toxic and explosives still perhaps aboard this aircraft so they'll have to go very carefully about that and astronauts young and crippen are still in their suits and there's a great deal to be done before we'll see them come out at the end of this extraordinarily successful mission they've got to power it down don't they they've got a lot of switches and toggles to shut off and believe it or not they still have a few tests to run as they power these systems down all at their leisure now i must say john young told me before they launched him that he would be happy if they got it up and got it back they didn't he is as a mission control houston we expect the crew to be able to get out of columbia in about 45 minutes

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45 minutes phenomenal time for safety and power down uh that was a the quiet voice of uh jack riley i believe at mission control in houston uh they all have adopted the uh the laconic mode at nasa they they're really very controlled and all that they weren't so controlled when the shuttle landed though today and we took some pictures of that at that time to uh so we can show you what it's like in mission control in houston at the conclusion of a mission that flowers 20 minutes and 52 seconds that's how long it was and uh that's the scene in mission control at the end of this successful mission welcome home columbia beautiful beautiful columbia would you take a look at our homes so we think it's in proper configuration roger stand by please i'll tell you something for those of us who fly in commercial airliners you see that one come back down 36 orbits after it left this earth and land about a minute and a half within the scheduled landing time and right on the button in terms of the runway tom i have some reservation forms here would you care to throw one out i bet they didn't lose any luggage either no that's right houston and convoy owns rcs safety is complete what you'll be seeing before long around the space shuttle there is a small fleet of trucks and some of them with a very special purpose the sniffers are there now as they're called the hazardous gas technicians and something called the vapor disposal unit is going to be working before long but these are men in specially equipped uh suits to see if there was for example excess

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to see if there was for example excess hydrogen various toxics uh columbia using snippers to detect any uh gases that may be escaping from the spacecraft joe if you look at that picture i think you'll see that the tiles seem to be remarkably in place that's something we were we were all looking for i we can't see it at very close range from here but it's there certainly wasn't any large scale breaking away of the tiles any residual concern that we may have had was dissipated instantly when they called up at mach 12 and said nominal we're on the right trajectory our trim values are low because one of the first things if a if a tile came off would be to affect the aerodynamics all right well it's looking good down here on the ground just as it looks good up there in space and as it flew in its final appearance columbia is back right on schedule and we'll complete you with our of its activities now that it's back here at edwards air force base will continue right after this air force base on the dry lake bed behind us that's the columbia orbiter with astronauts john young and robert crippen back right on schedule they'll be in there for about another oh 40 minutes or so before they can come out but all of the post landing procedures going very smoothly they're not finding any toxic gases or anything wrong with the outside of the orbiter and we presume that it's all going well inside as well let us show you now the landing of the columbia orbiter 36 and a half orbits after it took off from cape canaveral kennedy space center on sunday just a few 54 and a half hours ago this is what the landing looked like here in that steep pitch john chancellor at about 22 degrees seven times as great as a commercial airliner beginning to flare out now young at the controls a dead stick landing so-called

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landing so-called no power it's a glider at this point and gliding very well even though it's dropping fast this part of the flight at least had been tested once before commander john young returning from his fifth flight in space this soft-spoken man from georgia tech has been on the moon now has flown this historic first mission of the space shuttle pretty good scrapbook at the young home i would think by this time i should think so and look at that landing in front of a few million people on television and lots of people here at edwards air force base lots of millions on television i would think tom gee look at that those tiles just absolutely stayed on i confess to having been scared to death about them i think i'm not alone in that incidentally but look at that all that whole complicated system it's the most complex vehicle ever assembled in the history of our species to do anything to there's the part of the convoy that's going out to to surround the aircraft well nasa must be very happy because they've had more than their share of problems with this space shuttle in terms of cost and delays it's two years overdue there are some critics who say it is not being used properly it will be used far too much for military purposes but this very successful first test flight ought to make nasa happy and indeed proud okay uh excuse me joe but i'm just going to say that the uh convoy commander the of those trucks that we see around the shuttle now it says that they found nothing dangerous or unusual when they checked out the aircraft when the so-called sniffers went in there they

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